Table 9. PAD District 2 - Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, May 2016 (Thousand Barrels)

(Thousand Barrels)											
	Supply						Disposition				
Commodity	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵	Ending Stocks
Crude Oil ⁶	52,596			64,809	-423	-4,735	-1,940	111,828	2,359	0	157,156
Natural Gas Plant Liquids and Liquefied											
Refinery Gases	25,503	-603	6,115	2,201	-6,213		6,593	2,485	9,519	8,406	47,194
Pentanes Plus	2,857	-603		4	4,418		26	877	6,815	-1,042	9,193
Liquefied Petroleum Gases	22,646		6,115	2,197	-10,631		6,567	1,608	2,704	9,448	38,001
Ethane/Ethylene	8,551		_	_	-3,891		560	-	1,893	2,207	5,804
Propane/Propylene	9,405		3,739	1,860	-5,483		3,116	_	402	6,003	20,336
Normal Butane/Butylene	2,852		2,528	106	-1,370		2,662	103	409	942	9,518
Isobutane/Isobutylene	1,838		-152	231	113		229	1,505	-	296	2,343
Other Liquids		29,834		214	-6,380	789	1,409	21,307	842	897	69,572
Other Hydrocarbons		29,835		50	-18,038	-1.636	167	9.379	664	0	7,824
Hydrogen		20,000		_		1,002		1,002	-	ő	
Oxygenates (excluding Fuel Ethanol)		1		_	_	-1	-	_	0	0	_
Renewable Fuels (including Fuel Ethanol)		29,834		34	-18,038	-2,689	171	8,305	664	0	7,805
Fuel Ethanol		27,728		_	-17,498	-1,748	187	7,823	472	0	6,881
Renewable Fuels Except Fuel Ethanol		2,106		34	-541	-941	-16	482	192	0	924
Other Hydrocarbons				16	-	52	-4	72	_	0	19
Unfinished Oils				_	-173		1,437	-2,616	109	897	14,056
Motor Gasoline Blend.Comp. (MGBC)		-1		164	11,831	2,424	-195	14,544	69	0	47,692
Reformulated		-		_	2,986	-1,211	96	1,679	0	0	6,701
Conventional		-1		164	8,845	3,635	-291	12,865	69	0	40,991
Aviation Gasoline Blend. Comp				-		·	-		-	-	,
Finished Petroleum Products		83	136,258	787	6,860	265	-2,231		1,669	144,814	63,694
Finished Motor Gasoline		83	82,407	65	1,238	-676	-215		57	83,275	5,973
Reformulated		_	11,593	_	-,	1,323			_	12,916	-,
Conventional		83	70,814	65	1,238	-1,999	-215		57	70,359	5,973
Finished Aviation Gasoline			51	_	10		-26		_	87	171
Kerosene-Type Jet Fuel			7,751	_	636		-96		335	8,148	6,820
Kerosene			-40	_	76		1		0	35	122
Distillate Fuel Oil			29,088	22	5,370	941	-1,118		115	36,424	32,409
15 ppm sulfur and under ⁷			28,888	10	5,241	941	-1,153		0	36,233	31,446
Greater than 15 ppm to 500 ppm sulfur ⁷			90	_	129	_	57		89	73	353
Greater than 500 ppm sulfur			110	12	_		-22		25	119	610
Residual Fuel Oil ⁸			1,533	81	-766		-136		482	502	1,398
Less than 0.31 percent sulfur			122	_	_		-117		NA	NA	44
0.31 to 1.00 percent sulfur			186	15	_		-5		NA	NA	176
Greater than 1.00 percent sulfur			1,225	66	-766		-14		NA	NA	1,178
Petrochemical Feedstocks			775	131	-71		45		-	790	547
Naphtha for Petro. Feed. Use			628	80	-81		15		_	612	428
Other Oils for Petro. Feed. Use			147	51	10		30		-	178	119
Special Naphthas			27	64	25		-27		_	143	96
Lubricants			224	230	228		-71		187	566	625
Waxes			24	3	-		-11		43	-5	37
Petroleum Coke			5,675	22	_		116		385	5,196	1,235
Marketable			4,182	22	_		116		385	3,703	1,235
Catalyst			1,493							1,493	
Asphalt and Road Oil			3,991	169	95		-697		66	4,886	14,138
Still Gas Miscellaneous Products			4,331 421		 19		 4		 0	4,331 436	123
	70.000			60.044				105.000			
Total	78,099	29,314	142,373	68,011	-6,156	-3,682	3,831	135,620	14,389	154,118	337,616

⁼ Not Applicable

⁼ No Data Reported.

⁼ Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, ethanol, and biodiesel.
 Crude oil stocks include an adjustment of 10,630 thousand barrels (constant since 1983) to account for incomplete survey reporting of stocks held on producing leases.

Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks.

⁵ Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

Exports of distillate fuel oil with sulfur greater than 15 ppm to 500 ppm may include distillate fuel oil with sulfur content 15 ppm and under due to product detail limitations in the exports data received from the U.S. Census Bureau.

Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change. Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-914, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-916, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Oxygenate Report." Crude Oil, Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.